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| APPLICATION NO. | FILING DATE | FIRST NAMED INVENTOR | ATTORNEY DOCKET NO. | CONFIRMATION NO. |
| 10/713,224 | 11/17/2003 | Kirsten Kopitzke | 245474US41DIV | 2479 |
| 22850 7590 06/21/2007 OBLON, SPIVAK, MCCLELLAND, MAIER & NEUSTADT, P.C. 1940 DUKE STREET ALEXANDRIA, VA 22314 | | | EXAMINER BONSHOCK, DENNIS G | |
| | | | ART UNIT | PAPER NUMBER |
| | | | 2173 | |
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| | | | 06/21/2007 | ELECTRONIC |

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Notice of the Office communication was sent electronically on above-indicated "Notification Date" to the following e-mail address(es):

patentdocket@oblon.com
oblonpat@oblon.com
jgardner@oblon.com

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|------------------------------|------------------------|---------------------|--|
| Office Action Summary | Application No. | Applicant(s) | |
| | 10/713,224 | KOPITZKE ET AL. | |
| | Examiner | Art Unit | |
| | Dennis G. Bonshock | 2173 | |

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 17 November 2003.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) ☒ Claim(s) 1-15 is/are pending in the application.
- 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) ☐ Claim(s) _____ is/are allowed.
- 6) ☒ Claim(s) 1-15 is/are rejected.
- 7) ☐ Claim(s) _____ is/are objected to.
- 8) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) ☒ The specification is objected to by the Examiner.
- 10) ☒ The drawing(s) filed on 17 November 2003 is/are: a) ☒ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) ☒ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☒ All b) ☐ Some * c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
 2. ☒ Certified copies of the priority documents have been received in Application No. 09/871,032.
 3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- | | |
|---|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892) | 4) <input type="checkbox"/> Interview Summary (PTO-413) Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948) | 5) <input type="checkbox"/> Notice of Informal Patent Application |
| 3) <input checked="" type="checkbox"/> Information Disclosure Statement(s) (PTO/SB/08) Paper No(s)/Mail Date <u>6-4-04</u> . | 6) <input type="checkbox"/> Other: _____ |

DETAILED ACTION

Specification

The abstract of the disclosure is objected to because it is longer than the 150 word limit. Correction is required. See MPEP § 608.01(b).

Applicant is reminded of the proper language and format for an abstract of the disclosure.

The abstract should be in narrative form and generally limited to a single paragraph on a separate sheet within the range of 50 to 150 words. It is important that the abstract not exceed 150 words in length since the space provided for the abstract on the computer tape used by the printer is limited. The form and legal phraseology often used in patent claims, such as "means" and "said," should be avoided. The abstract should describe the disclosure sufficiently to assist readers in deciding whether there is a need for consulting the full patent text for details.

The language should be clear and concise and should not repeat information given in the title. It should avoid using phrases which can be implied, such as, "The disclosure concerns," "The disclosure defined by this invention," "The disclosure describes," etc.

Claim Rejections - 35 USC § 102

1. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

2. Claims 1 and 3-10 are rejected under 35 U.S.C. 102(b) as being anticipated by Launey et al., Patent Number: 5,086,385, hereinafter Launey.

3. With regard to claim 1, which teaches a method of monitoring and controlling a plurality of aircraft cabin systems using a user interface having a touch sensitive display and a plurality of input keys corresponding to the plurality of aircraft cabin systems,

Launey teaches a user interface system that uses a touch screen for monitoring and controlling different aspects of an environment (see column 2, lines 65 through column 3, line 10 and column 4, lines 42-50) Launey further teaches, in column 12, lines 13-19, implementing the system in a aircraft. Launey further teaches the display area of the screen contains a plurality of labeled touch sensitive input keys, making a touch screen (see column 4, lines 42-50 and figures 12a-e). These touch keys include keys to control the audio, TV, lights, etc. (see figure 12A and column 55, lines 19-28). With regard to claim 1, which further teaches the method comprising: activating one of said input keys corresponding to a first system of said plurality of aircraft cabin systems to display a first system graphical menu having status information and operating functions of said first system; Launey further teaches, in column 55, lines 19-35 and figures 12a and 12b, a touch sensitive key of an audio system (for example) being pressed from the main menu screen (12a) causing the audio sub-menu screen (12b) to be displayed. Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allowing a user to monitor and control the audio devices. Showing status for systems is pointed out by showing the amount of speakers (see figure 12B); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 1, which further teaches touching a touch sensitive input area of said first system graphical menu to perform at least one of selection and control of said operating functions of said first system; Launey further teaches, in column 55, lines 29-35 and column 2, lines 65

through column 3, line 9, the audio sub-menu screen allowing a user to select and control the audio devices via a touch screen, and selectable sub-menu elements. With regard to claim 1, which further teaches activating another one of said input keys corresponding to a second system of said plurality of aircraft cabin systems to display a second system graphical menu having status information and operating functions of said second system; Launey further teaches, in column 55, lines 19-28 and lines 49-60 and figures 12a and 12e, a touch sensitive key of a lighting system (for example) being pressed from the main menu screen (12a) causing the lighting sub-menu screen (12e) to be displayed. Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to monitor and control the lighting devices. Showing status for systems is pointed out by showing the lighting status and scenes (see figure 12E); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 1, which further teaches touching a touch sensitive input area of said second system graphical menu to perform at least one of selection and control of said operating functions of said second system, Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to select and control the lighting devices via a touch screen, and selectable sub-menu elements.

4. With regard to claim 3, which teaches further comprising determining a graphical menu displayed on said display by viewing a header line on the display that identifies

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which of said graphical menus that is being displayed, Launey teaches, in column 55, lines 19-35 and figures 3A-N and 12A-G, a header for each of the sub-menus identifying which sub-menu the user is currently in.

5. With regard to claim 4, which teaches wherein said plurality of aircraft cabin systems comprise at least two of: a cabin information system, a cabin audio system, a cabin video system, a cabin lighting system, a cabin air conditioning system, a cabin smoke detector system, an aircraft door monitoring system, and a water supply and wastewater system, Launey teaches a system that uses a touch screen for monitoring and controlling an audio, video, lighting, HVAC, and fire safety system (see column 4, lines 42-50 and column 55, lines 12-60 along with figures 12a-e), a door monitoring system (see column 8, line 62), water managing systems (see column 14, lines 33-40 and column 48, lines 40-50).

6. With regard to claim 5, which teaches wherein said first system is said cabin audio system, said first system graphical menu is a cabin audio system graphical menu including display indicators and touch sensitive input buttons, said method further comprising monitoring, selecting and playing pre-recorded announcements of said cabin audio system using said audio system graphical menu, Launey further teaches, in column 20, line 25, column 55, lines 19-35 and in figure 12b, the monitoring and controlling of an audio system that can contain spoken alerts.

7. With regard to claim 6, which teaches further comprising activating said touch sensitive input buttons of the cabin audio system graphical menu to select a plurality of pre-recorded announcements to be queued and played in sequence by said audio

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system, Launey further teaches, in column 20, line 17-27, a means of scheduling the audio streams.

8. With regard to claim 7, which teaches wherein said first system is said cabin audio system, said first system graphical menu is a cabin audio system graphical menu including display indicators and touch sensitive input buttons, said method further comprising monitoring and adjusting an on-board music channel of said cabin audio system using said audio system graphical menu, Launey further teaches, in column 16, lines 7-11, controlling the audio system by turning on an audio music station; and, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allowing a user to monitor and control the audio devices.

9. With regard to claim 8, which teaches wherein said first system is said cabin lighting system, said first system graphical menu is a cabin lighting system graphical menu including display indicators and touch sensitive input buttons, said method further comprising monitoring, selecting and adjusting said cabin lighting system of different areas in an aircraft cabin using said cabin lighting system graphical menu, Launey further teaches, in column 55, lines 49-59, column 18, line 27-67 and in figures 12e and 3k, a touch screen control for lighting systems in which the user can monitor, control, and adjust the lighting in a specific area.

10. With regard to claim 9, which teaches further comprising activating said touch sensitive input buttons to select one of three brightness levels of illumination by said cabin lighting system in cabin entry zones of said aircraft cabin, Launey further teaches, in column 19, lines 10-19 and in figure 3m, a plurality of user selectable lighting modes.

11. With regard to claim 10, which teaches wherein said first cabin system is said aircraft door monitoring system, said first system graphical menu is a cabin door monitoring system graphical menu including display indicators and input buttons, said method further comprising monitoring each door and hatch of the aircraft and determining a respective status thereof using said cabin door monitoring system graphical menu, Launey further teaches, in column 8, line 62, column 18, lines 28-44, and in figure 3i, monitoring the status of doors and a display that shows a visual representation of all the doors and windows giving status information.

Claim Rejections - 35 USC § 103

12. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

13. Claims 2 and 11-15 rejected under 35 U.S.C. 103(a) as being unpatentable over Launey et al., Patent Number: 5,086,385, hereinafter Launey and Eriksson et al., Patent Number: 6,424,337, hereinafter Eriksson.

14. With regard to claim 2, which teaches further comprising activating at least one of an area of the touch sensitive display and one of said input keys to display a main menu that simultaneously depicts essential information representing system status about at least said first and second systems, said main menu allowing the user to select a desired one of said first and second system menus from said main menu, Launey

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teaches, in column 2, lines 65 through column 3, line 9, controlling an monitoring different system in the aircraft environment and in column 55, line 19 through column 56, line 8, displaying a main menu around a display screen that shows detailed sub-menus for a selected main menu element, but doesn't specifically teach a status menu that displays the status of multiple cabin systems. Eriksson teaches a display unit for allowing a user to monitor and control multiple diverse aspects of a vehicles environment (climate, audio, etc.), via sub-menus (see column 2, line 66 through column 3, line 10), similar to that of Launey, but further teaches a normal key [30], which provides the display of status information for a plurality of system elements (in this case both climate and audio information). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey and Eriksson before him at the time the invention was made to modify environment control system of Launey to have a system status window containing statuses of diverse systems, as did Eriksson. One would have been motivated to make such a combination because this allows a user to gain status information for multiple systems without the need for traversing to their individual sub-menus.

15. With regard to claim 11, which teaches a method of monitoring and controlling a plurality of aircraft cabin systems using a user interface having a touch sensitive display and a plurality of input keys corresponding to the plurality of aircraft cabin systems, Launey teaches a user interface system that uses a touch screen for monitoring and controlling different aspects of an environment (see column 2, lines 65 through column 3, line 10 and column 4, lines 42-50) Launey further teaches, in column 12, lines 13-19,

implementing the system in a aircraft. Launey further teaches the display area of the screen contains a plurality of labeled touch sensitive input keys, making a touch screen (see column 4, lines 42-50 and figures 12a-e). These touch keys include keys to control the audio, TV, lights, etc. (see figure 12A and column 55, lines 19-28). With regard to claim 11, which further teaches the method comprising: monitoring a main menu on said display, said main menu depicting essential information representing a system status of first and second systems of said plurality of aircraft cabin systems; Launey teaches, in column 55, line 19 through column 56, line 8, displaying a main menu around a display screen that, upon recognized selection, shows detailed sub-menus for a selected main menu element. With regard to claim 11, which further teaches activating one of said input keys corresponding to said first system to display a first system graphical menu having status information and operating functions of said first system; Launey further teaches, in column 55, lines 19-35 and figures 12a and 12b, a touch sensitive key of an audio system (for example) being pressed from the main menu screen (12a) causing the audio sub-menu screen (12b) to be displayed. Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allowing a user to monitor and control the audio devices. Showing status for systems is pointed out by showing the amount of speakers (see figure 12B); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 11, which further teaches touching a touch sensitive input area of said first system graphical menu to perform at

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least one of selection and control of said operating functions of said first system; Launey further teaches, in column 55, lines 29-35 and column 2, lines 65 through column 3, line 9, the audio sub-menu screen allowing a user to select and control the audio devices via a touch screen, and selectable sub-menu elements. With regard to claim 11, which further teaches activating another one of said input keys corresponding to said second system to display a second system graphical menu having status information and operating functions of said second system; Launey further teaches, in column 55, lines 19-28 and lines 49-60 and figures 12a and 12e, a touch sensitive key of a lighting system (for example) being pressed from the main menu screen (12a) causing the lighting sub-menu screen (12e) to be displayed. Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to monitor and control the lighting devices. Showing status for systems is pointed out by showing the lighting status and scenes (see figure 12E); and further pointed out for other optional sub-menus, in column 55, lines 42-48 and in figure 12D, displaying if a tape is in or not; and in figures 3I and 3K displaying whether a system is "READY TO ARM" or "ARMED". With regard to claim 11, which further teaches touching a touch sensitive input area of said second system graphical menu to perform at least one of selection and control of said operating functions of said second system, Launey further teaches, in column 55, lines 49-60 and column 2, lines 65 through column 3, line 9, the lighting sub-menu screen allowing a user to select and control the lighting devices via a touch screen, and selectable sub-menu elements.

Launey teaches, in column 2, lines 65 through column 3, line 9, controlling an monitoring different system in the aircraft environment and in column 55, line 19 through column 56, line 8, displaying a main menu around a display screen that shows detailed sub-menus for a selected main menu element, but doesn't specifically teach a status menu that displays the status of multiple cabin systems. Eriksson teaches a display unit for allowing a user to monitor and control multiple diverse aspects of a vehicles environment (climate, audio, etc.), via sub-menus (see column 2, line 66 through column 3, line 10), similar to that of Launey, but further teaches a normal key [30], which provides the display of status information for a plurality of system elements (in this case both climate and audio information). It would have been obvious to one of ordinary skill in the art, having the teachings of Launey and Eriksson before him at the time the invention was made to modify environment control system of Launey to have a system status window containing statuses of diverse systems, as did Eriksson. One would have been motivated to make such a combination because this allows a user to gain status information for multiple systems without the need for traversing to their individual sub-menus.

16. With regard to claim 12, which teaches wherein said plurality of aircraft cabin systems comprise at least two of: a cabin information system, a cabin audio system, a cabin video system, a cabin lighting system, a cabin air conditioning system, a cabin smoke detector system, an aircraft door monitoring system, and a water supply and wastewater system, Launey teaches a system that uses a touch screen for monitoring and controlling an audio, video, lighting, HVAC, and fire safety system (see column 4,

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lines 42-50 and column 55, lines 12-60 along with figures 12a-e), a door monitoring system (see column 8, line 62), water managing systems (see column 14, lines 33-40 and column 48, lines 40-50).

17. With regard to claim 13, which teaches further comprising activating at least one of an area of said touch screen and one of said input keys while one of said graphical menus is displayed in order to return to said main menu, Launey teaches, in column 16, line 48 through column 17, line 5 and figures 3A-N, locating a "Back" button on the touch screen that allows the user to return to the main menu.

18. With regard to claim 14, which teaches further comprising activating at least one of an area of said touch screen and one of said input keys while one of said graphical menus is displayed in order to display a programming menu for programming an aircraft cabin system corresponding to said one of said graphical menus, Launey teaches, in column 15, line 51 through column 16, line 23 and column 16, lines 48-61, programming scheduled functions for the environmental systems (lighting, audio, etc.) to implement at a particular time.

19. With regard to claim 15, which teaches further comprising determining a graphical menu displayed on said display by viewing a header line on the display that identifies which of said graphical menus that is being displayed, Launey teaches, in column 55, lines 19-35 and figures 3A-N and 12A-G, a header for each of the sub-menus identifying which sub-menu the user is currently in.

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Conclusion

20. The prior art made of record on form PTO-892 and not relied upon is considered pertinent to applicant's disclosure. Applicant is required under 37 C.F.R. § 1.111(c) to consider these references fully when responding to this action. The documents cited therein teach systems for controlling diverse systems through a menu structure.

21. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Dennis G. Bonshock whose telephone number is (571) 272-4047. The examiner can normally be reached on Monday - Friday, 6:30 a.m. - 4:00 p.m.

22. If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, John Cabeca can be reached on (571) 272-4048. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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23. Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

A handwritten signature in dark ink, appearing to be 'D. B. R. Q.', is written over the date '6-7-07'.

6-7-07
dgb

6-8-07